IN THE SPECIFICATION

Please replace the second full paragraph on page 5 with the following paragraph:

In still other systems, the expander may comprise a plate rigidly held between rails or within a socket. These systems provide for increased rigidity to prevent the frames from moving relative to each other, and provide for a more rigidly sliding structure. Even if a force on the luggage is not from the correct angle to damage the locking mechanism, such as if a ~~sheering~~ shearing force is applied, the plates or rails may be bent or even broken by the force. Because these systems rely on precise distances, designs, and relationships for smooth extension by sliding portions, a bend or break can easily prevent the expansion mechanism from operating as the bend or break results in a bind in the system, locking it to a particular position or subset of desired positions as the parts can no longer slide. In some cases, the force could be hard enough to break the plate, break the rails, or separate the plate from the rails. The problem is akin to a rail car wherein, if the wheel or tracks are damaged or bent, the train can easily derail.

Please replace the first six full paragraphs on page 8 (all of which are located under the "Brief Description of the Figures" heading) with the following replacement paragraphs:

~~FIG. 1 provides for two drawings of an embodiment of a piece of expansible luggage.~~ ~~FIG. 1A shows~~ FIGS. 1A and 1B illustrate perspective views of an exemplary embodiment of a piece of expansible luggage.~~the luggage in~~ a collapsed position ~~while FIG. 1B shows the same piece of luggage in the~~ and an expanded position, respectively.

~~FIG. 2 provides for two drawings of the expansible luggage of FIG. 1 cut~~ FIGS. 2A and 2B show the luggage of FIGS. 1A and 1B partly broken away to

~~show an embodiment of an~~ illustrate an exemplary expansion mechanism within the luggage in a collapsed position and an expanded position, respectively.

~~FIGS. 3-5 provide for various different views of an embodiment of an expansion mechanism in both collapsed and expanded positions.~~ FIGS 3A and 3B are first side elevational views of the expansion mechanism shown in FIGS 2A and 2B in a collapsed position and an expanded position, respectively.

FIGS 4A and 4B are second side elevational views of the expansion mechanism shown in FIGS 3A and 3B in a collapsed position and an expanded position, respectively.

FIGS 5A and 5B are perspective views of the expansion mechanism shown in FIGS 3A and 3B in a collapsed position and an expanded position, respectively.

FIG. 6 shows an exploded view of the expansion mechanism ~~device of FIGS. 3-5~~.

FIG. 7 shows the ~~embodiment of FIGS 3-5~~ expansion mechanism in transit between a collapsed and expanded state.

FIG. 8 shows ~~the device of FIG. 6 showing how~~ the expansion ~~plate can deflect relative to the front protection plate~~ mechanism in a deflected position to avoid damage.

Please replace the last paragraph beginning on page 10 and extending to page 11 with the following replacement paragraph:

The two frames (100) and (200) are connected to each other by a flap, gusset, strip or panel of fabric, or other flexible material (generally the same

material as the covering) (110) attached to both the perimeters (107) and (207) of the frames (100) and (200) at the open sides of the frames (100) and (200) and extending between the perimeters (107) and (207) of the two frames (100) and (200). This strip (110) has a length generally of similar dimension to the length of the perimeters (107) and (207) so that if pulled ~~taunt,~~ taut, the strip (110) would essentially have a "four-sided" arrangement similar to that of either frame (100) or (200). The width of the strip (110) is generally preselected based on the size of expansion desired for the resultant luggage (50).

Please replace the second full paragraph on page 11 with the following replacement paragraph:

In FIGS. lB and 2B, the luggage (50) is shown in the expanded or extended state. In this position, the frames (100) and (200) have been separated by a second distance, greater than the first. Further, because of the separation of the frames (100) and (200), the strip (110) is now unfolded or otherwise arranged so as to be extended across the space between the frames (100) and (200). This may preferably be in a relatively ~~taunt~~ taut position, but that is by no means required. As should be clear from the FIGS. the internal volume of the luggage (50) has been increased in the expanded position compared to the collapsed position, as the strip (110) is now enclosing additional internal volume.

Please replace the last full paragraph on page 15 with the following replacement paragraph:

To move the expansion plate (309) using the lifting mechanism (305), a user grasps a handle (315) and rotates it about a particular axis of rotation (311) relative to front protective plate (303). The handle rotates over one of the major surfaces of the expansion plate (309) and under the reinforcing section (329) of the expansion plate ~~(304)~~ (309). The rotation about axis

(311) may be created by having a rotation pin (325) located on the handle (315) rotate in a mating hole (335) in the front protective plate (303) or by a similar construction otherwise allowing rotational movement. During this rotation, the pushing pin (317) which is mounted on the handle (315) at a position physically separated from the axis of rotation (311) by a first predetermined distance is rotated about the sane axis (311). As the pushing pin (317) rotates, it passes within the slot (319) arranged within the body of the expansion plate (309).

Please replace the last paragraph on page 18 extending to page 19 with the following replacement paragraph:

In the extended position, the expansion plate (309) is pinched between two tabs (431) and (433) mounted to the front protective plate (303)). Further, the pushing pin (317) is resiliently detained in a detent (419) at the end of the slot (319). To facilitate the pinching, ~~The~~ the expansion plate (309) is generally trapezoidal or otherwise decreasing in width from the top to the bottom in shape and may include cut-outs (421) and (423) arranged within each of the non-parallel sides of the trapezoid. Each of these cut-outs (421) and (423) comprises the removal of a portion of the non-parallel sides to a generally semi-circular, curved, or otherwise bent opening. However, in an alternative embodiment, the cut-out may be linear.

Please replace the last paragraph on page 19 with the following replacement paragraph:

When the expansion plate (309) has reached the expanded position, the sides of the expansion plate (309) or the cutouts (421) and (423) contact the tabs (431) and (433). Because of the related angles of the sides and tabs (421) and (423). ~~This~~, this action generally serves to bind or trap the expansion plate (309) preventing it from moving any higher. This action may be referred to as

"stoppering" later in this disclosure as the expansion plate (309) effectively plugs or stops the opening at the top (333) of the front protective plate (303).

Please replace the last paragraph on page 20 extending to page 21 with the following replacement paragraph:

The force to overcome the resistance may be supplied in a multiple of different ways. Generally, when the user wishes to collapse the luggage from the expanded state, the user will push the handle (315) grip portion (335) of FIG. 4B back toward the position of FIG. 4A. Their force on the handle (315) will be sufficient to overcome the resilient detention of the pushing pin (317), and once overcome, their rotation of the handle (315) will act to effectively pull the expansion plate (309) down, or control the descent of the expansion plate (309), depending on how much force is being otherwise exerted to return the expansion plate (309) to the collapsed position. Alternatively, a force can be placed directly on the top edge ~~(339)~~ of the expansion plate (309) toward the front protective plate (303). This force would eventually be sufficient such that the pushing pin (317) will be pushed clear of the detent (419) by the slot (319), and the luggage (50) will collapse.

Please replace the first full paragraph on page 21 with the following replacement paragraph:

It is important to note, that the pushing pin (317) and detent ~~(414)~~ (419) arrangement does not require unlocking in order for the expansion mechanism (300) to return to the collapsed state. While the expansion mechanism (300) is resiliently detained in the expanded state, so long as that detention is overcome, the expansion mechanism (300) will collapse. That is, the pushing pin (317) will move from the detent (419) so long as a sufficient force is applied in the correct

direction and the pushing pin (317) will generally overcome that resilient support without breakage of any component. This is as opposed to a locking mechanism which cannot move from a locked position without damaging a component (e.g. breaking the lock), unless the system is unlocked before movement.

Please replace the last paragraph on page 23 extending to page 24 with the following replacement paragraph:

Once in this intermediate stage, as shown in FIG. 8 there is float in the position of the pieces relative to each other, therefore forces will generally simply result in the pieces moving relative to each other as shown in FIG. 8 preventing relatively large ~~sheering~~ shearing or compression forces from causing damage. This can prevent damage to the expansion mechanism (300) as forces applied to the expansion mechanism (300) generally cause the resilient support to simply release, and then the frames (100) and (200) have some space to "wiggle" relative to each other, without damaging any portion of the expansion mechanism (300).

Please replace the last paragraph on page 25 extending to page 26 with the following replacement paragraph:

As a user will often not know that they need the additional space until after they filled the lower portion of the luggage (50), a handle (315) mounted towards the top (333) of the front protective plate (303) allows for easier extension if the volume of frame (200) is already filled with objects. In many items of the prior art, expanding the luggage required the user to have moving parts slide over items which had already been packed or had to reach under the already packed items to unlock the expansion mechanism (300). This sliding could potentially damage both the objects in the luggage (50) and the expansion mechanism (300) and reaching in could be difficult. In the depicted embodiment,

the handle (315) is still readily accessible and the objects in the luggage (50) are spaced away from any moving parts so that they neither interfere with the system or are interfered with as the front surface ~~(451)~~ of the front protective plate (303) segregates these components from the contents of the luggage (50).

Please replace the first full paragraph on page 26 with the following replacement paragraph:

Still further, ~~as~~ there is no "locking" system in an embodiment which needs to be unlocked to allow movement of the two pieces relative to each other. If necessary, the user can simply pull the two frames apart or push them back together. This means that there is no need to have to interact with a locking mechanism or risk damage to the device. In fact, in an embodiment, even if the mechanism was totally inaccessible to the user, it could still be extended.

Please replace the second full paragraph on page 26 with the following replacement paragraph:

As is also apparent from FIG. 4, the slot (319) and pushing pin (317) structure is generally inaccessible from the outside in both the collapsed and expanded position. In the collapsed position, the reinforcing section (329) may cover the opening at the top (333) of the front protective plate (303). In the expanded position pushing, the stoppering action has sealed the hole above the slot (319) and pushing pin (317). Because the slot (319) and pin (317) mechanism are behind the front protective plate (303) as is visible in FTG. 4B, it is much harder for dirt or debris to get into the mechanism, and this helps to keep the mechanism from becoming jammed with debris or dust.